



TIB TOPICS

Summer 2000

Message From the Chair

The 2000 legislative session has provided the Transportation Improvement Board (TIB) with challenges and opportunities. The biggest challenge is the reduction of \$150,000 in administrative costs over the remainder of the biennium. The TIB has consistently kept administrative costs at less than two percent of the program. However, we recognize that the public, as a result of Initiative 695, desires efficiencies in government. Therefore, in order to maintain service to our customers, we have reduced the number of board meetings, postponed upgrades to our computer system and have identified areas of saving by utilizing electronic transfer of information. These reductions will enable TIB staff to continue to work closely with agencies to insure that projects are completed as efficiently as possible and to assist agencies in development of new projects.

In spite of the administrative reductions, the legislature reaffirmed its commitment to the TIB programs by supporting our request for additional bonding authority. This bonding authority will enable the TIB to complete currently active Transportation Partnership Program (TPP) projects and to



Mayor Tina Roberts, Chair
City of Lynnwood

fund additional projects identified as Regionally Significant Transportation Projects. The TIB's partnership with Washington State Department of Transportation (WSDOT) and the new Freight Mobility Strategic Investment Board (FMSIB) received overwhelming sup-

port from the legislature. Much needed freight mobility projects around the state will be funded.

In this issue of TIB Topics, we have established the program sizes for FY 2002. TIB staff will continue to assist agencies with application preparation. Take advantage of this assistance and do not hesitate to contact a member of the regional team serving your area.

The TIB is looking forward to the report of the Blue Ribbon Commission on Transportation and the 2001 legislative session. We see opportunities to increase the assistance to local government in solving their transportation problems and we will continue our efforts in that area.

Governor Locke Recognizes TIB's Role in Partnerships

At the Association of Washington Cities and Washington State Association of Counties Annual Conventions, the Governor recognized the TIB's role in developing transportation partnerships. While

discussing the need for additional transportation funding, Governor Locke said, "A big part of the solution lies in partnerships,

something we've already started. Of course, we all know the benefits that come from partnerships like the Transportation Improvement Board, which focuses on local projects by bringing federal, state, local and private interests together."

He also cited one of the TIB's most important partnership efforts when he said, "A good example of this partnership is the Allen Street Bridge project in Kelso, where all the parties, including the city of Kelso, came together to elevate a roadway to eliminate grade crossings with a rail line."

"...the solution lies in partnerships... like the Transportation Improvement Board, which focuses on local projects..."

- Governor Locke





FY 2002 Program Sizes for TIB Programs

At the May 19, 2000 meeting, the Board reviewed the programs funded by the various TIB accounts and decided on the following program sizes for the FY 2002 funding program:

Program	FY 2002 Program Size
Transportation Partnership Program (TPP)	No Program
Regionally Significant Transportation Program (RSTP)	\$16.0 million
Arterial Improvement Program (AIP)	\$52.0 million
Small City Program (SCP)	No Program
Small City Pedestrian Safety & Mobility Program (SC PSMP)	No Program
Urban Pedestrian Safety & Mobility Program (UR PSMP)	No Program
City Hardship Assistance Program (CHAP)	\$2.6 million
Surface Transportation Program – Enhancements (STPE)	\$24.0 million

Detailed Explanations:

1. TPP - The cash flow review indicates there would be about \$15M available for new project starts, but due to anticipated cost increases on projects and uncertainty of the impact of ESA and the clean water programs on projects, new project starts will be delayed until the FY 2003 program.
2. RSTP - \$16.0 million of bond authority is available for new projects that meet the intent for the program and require some seed funding to prepare the project for funding from other sources.
3. AIP - The \$52.0 million for the AIP program is based on the revenue available for the program.
4. SCP - The "No FY 2002" Small City Program was based on the decision by the 2000 Legislature to use some of the SCP funds for a Pavement Preservation Program (PPP) for cities under 2,500 population. There is no dedicated funding source for the much-needed PPP program, so TIB will wait until the 2001 legislative session to determine if funding will be available for the normal SCP program. The board is delaying SCP pending projects and the federal matching fund programs for; 1) projects with Federal Approval after 5/19/00; 2) Bridge Replacement (BRAC) match projects; and 3) Rural Economic Vitality (REV) match projects. The Board will approve individual projects if delaying approval would have an adverse impact on the local agency.
5. SC PSMP - The "No FY 2002" SC PSMP program was based on the normal SCP being delayed and the desire to wait for the 2001 legislative session to determine the future for the program.
6. UR PSMP - The "No FY 2002" UR PSMP program is due to prior programs being based on a percentage of the normal AIP and TPP programs. The program is now operating from its own subaccount and it will take about a 2-year period for the available revenue to catch up with the projects that have been approved.
7. CHAP - The \$2.6M of CHAP funds is available for new project starts. TIB staff is working with the eligible agencies to determine what projects could be funded. The remaining funds not required for CHAP projects will be distributed back to the cities and towns based on the normal fuel tax distribution formula.
8. STPE – the \$24.0 million for the STPE will allocate the remaining federal funds through the remainder of the TEA-21 Act.



TIB Transportation Improvement Board

FY 2000 Supplemental Budget

Accounts	Original 1999-2001 Appropriation	Current Law
Urban Arterial Trust Account (UATA)	104,508,000	104,433,000
Transportation Improvement Account (TIA)	99,414,000	148,814,000
Public Transportation Systems Account (PTSA)	33,496,000	4,532,000
Multimodal Transportation Account (MTA)	0	11,977,000
Total Appropriation	\$237,418,000	\$269,756,000
Change in Unappropriated UATA Funds		
Small City Pavement Preservation Program (SCPPP) (WSDOT Program Z)	0	-5,000,000
Total Change	0	-5,000,000
Administrative Changes		
FTE Reduction	0	0.5
Administrative Budget Reduction	0	\$150,000
Notes: EHB 2788 increased TIB's bond authority by \$50 million to \$100 million. \$30 million is appropriated to Regionally Significant Transportation Projects within the TIA. A Combination of the PTSA and MTA appropriation will fund the remaining projects in the Public Transportation Systems Program.		

TIB Workshops Cancelled

Because there are no changes in the selection criteria for the Arterial Improvement Program, the TIB will be working directly with agencies to answer questions on the development of applications. If you have questions on preparing an application, call 360-705-7300 for assistance.

Calendar

The TIB meeting schedule has been revised:

July 27-28, 2000

Spokane

October 12-13, 2000

Richland



TIB Transportation Improvement Board

Program Update

Phase	Program	No. of Projects	TIB Funds
Pending	AIP	39	63,663,524
	CHAP	3	1,240,600
	PSMP	11	835,606
	SCP	17	5,638,827
	TPP	34	75,554,192
	Pending Total	104	146,932,749
Active	AIP	143	188,891,295
	CHAP	7	1,495,426
	PSMP	209	19,123,521
	PTSP	39	29,683,362
	SCP	129	26,043,393
	TPP	251	446,551,427
	Active Total	778	711,788,424
Completed	AIP	66	48,406,800
	CHAP	16	3,186,688
	PSMP	62	4,276,695
	PTSP	19	13,229,918
	SCP	67	9,991,730
	TPP	439	210,023,854
	Completed Total	669	289,115,685
Grand Total		1,551	1,147,836,858

The grand total represents all projects funded by the Transportation Improvement Board since 1990.

Our Toll Free Number is:
1-800-562-6345

New Emergent Nature Projects Policy

To address unexpected traffic congestion created by new or expanding businesses, the Board adopted the Emergent Nature Project Policy at its March 2000 meeting.

Through this policy, an eligible agency may request the Transportation Improvement Board to consider a project for participation in the TIB's current approved funding program as an emergent nature project pursuant to the provisions of RCW 47.26.080 and RCW 47.26.084. Applications must be submitted on those forms provided by the Board during the last approved funding program.

A project will be considered by the Board under this rule when the need for the project has arisen unexpectedly because of new developments in the area since the local agency prepared its current six-year construction program, and when the local agency can clearly demonstrate that this need could not have been anticipated at the time that program was developed.

Additional information can be found at TIB's website at www.tib.wa.gov/tibdocs.htm.



TIB Transportation Improvement Board

Administrative Cuts

One message from the passage of I-695 was citizens of Washington State are concerned with the size and efficiency of state government. As a result, the current law budget requires the TIB to cut \$150,000 from the administrative budget. In addition, TIB's level of staffing is reduced by 0.5 FTE for the remainder of the 1999-01 biennium. The FTE reduction (0.25/biennium) and administrative cut will be carried forward into the next biennium.

Administrative savings will be achieved through efficiencies and prudent management of limited financial resources. Impacts to customer service will be minimal.

Examples of savings are:

- ♦ Board meetings have been reduced and rescheduled to take advantage of less expensive accommodations. The number and location of future Board meetings will be reviewed.
- ♦ To save postage, individuals will be referred to the TIB's website to view the annual report.
- ♦ Newsletter format will be changed to save printing and postage costs. Newsletters will be e-mailed when possible.

Subsurface Utility Engineering (SUE)

At its May 2000 meeting the Board adopted a policy on Subsurface Utility Engineering for TIB funded projects. The TIB adopted this policy because recent studies conclude that upgrading utility information (from Quality Level D and C to Quality Level B and A) on a wide variety of interstate, urban, suburban, and rural projects returns an average of \$4.62 for every \$1 expended in the SUE effort. Qualitative benefits were not estimated and therefore the cost savings may be considerably higher.

All TIB projects with an estimated construction cost greater than \$500,000 shall use SUE. This policy will not affect phases of projects with an advertisement date prior to February 1, 2001. The SUE activities normally continue through the life of the project from predesign through construction.

TIB Policy Number POL-814, Section 1, allows the Executive Director to waive the SUE requirement if the lead agency determines SUE would not be beneficial for the project. Please contact your TIB Engineer assigned to this project to help obtain SUE services for your project or for discussion of a waiver, if that is appropriate.

The TIB is advertising for SUE Providers and should have a roster of pre-qualified consultants by early July. At that time, you can enter into an agreement with one of the providers on the roster. If you already have a consultant agreement for engineering services for this project, you may develop a supplemental agreement that will cover the SUE services required. You may also choose to do your own advertisement for services.

Within 90 days following completion of any project using SUE, the lead agency is required to submit a completed questionnaire to the TIB documenting the SUE cost and a description of savings on the project. The questionnaire form will be provided by TIB.





Route Transfer Request for Paine Field Boulevard

A public meeting was held on May 3rd to discuss the Paine Field Boulevard Route Jurisdiction Transfer (RJT) request. Preliminary findings will be adopted at the TIB board meeting in July 2000. These findings will then be distributed to all affected parties by September 1, 2000. Affected parties will have 30 days to comment on the findings. The Board will adopt final findings and recommendations at its October 2000 board meeting. The House and Senate Transportation Committees and all interested parties will receive the final report in November 2000. Please contact Omar Mehyar at (360) 705-7590 or via e-mail at omarm@tib.wa.gov if you have questions concerning the RJT process.

TIB Staff

Executive Management

Jerry Fay, *Executive Director*
360.705.7301, JerryF@tib.wa.gov
Dan Rude, *Deputy Director*
360.705.7547, DanR@tib.wa.gov
Donna Laing, *Executive Assistant*
360.705.7548, DonnaL@tib.wa.gov

Administrative Staff

Rich Struna, *Financial Services Manager*
360.705.7589, RichS@tib.wa.gov
Gregg Plummer, *IT Specialist*
360-705-7598, GreggP@tib.wa.gov
Theresa Anderson, *Accountant*
360-705-7599, TheresaA@tib.wa.gov
Andrea Weston-Smart, *Transportation Tech.*
360-705-7549, AndreaW@tib.wa.gov
Chris Colburn, *Office Assistant*
360.705.7300, ChrisC@tib.wa.gov

King County Region

Omar Mehyar, *Region Manager*
360.705.7590, OmarM@tib.wa.gov
Fred Brower, *Project Engineer*
360.705.7898, FredB@tib.wa.gov
Greg Armstrong, *Project Engineer*
360.705.7595, GregA@tib.wa.gov

West and Snohomish County Region

Jerry Hendricks, *Acting Region Manager*
360.705.7597, JerryH@tib.wa.gov
John Dorffeld, *Project Engineer*
360.705.7594, JohnD@tib.wa.gov

East and Pierce County Region

Bob Moorhead, *Region Manager*
360.705.7593, RobertM@tib.wa.gov
Gloria Bennett, *Assistant Project Engineer*
360.705.7591, GloriaB@tib.wa.gov
Mike Polodna, *Project Engineer*
360.705.7592, MikeP@tib.wa.gov



TIB Transportation Improvement Board

TIB Has A New Board Member

David Nelson

Dave is currently the Director of Community Development for Grant County and directs the activities of the Long Range Planning Department, the Current Planning Department, the Building Officials and the Fire Marshal/Code Enforcement Office. He has served on the State Building Code Council TAG to review State Building Codes and on several committees with the International Conference of Building Officials.

From 1976 to 1985, Dave was a commercial developer contractor in the State of Texas. He then went to work for the Texas Department of Corrections in 1985 as a Construction Program Manager in charge of planning and development of new facilities. From there, he went to work for Brigham Young University as the Construction Manager for all new facilities. In 1990, he moved to the Northwest where he worked as the Building Official, and Planning Manager for the City of Bremerton.

Dave received his Bachelor Degree from Weber State College in Utah, where he majored in Forestry. In addition, Dave also took several courses in Code Development and Law Enforcement.

Welcome aboard, Dave!

2000 TIB Board Members

Tina Roberts, **Chair**

Mayor
Lynnwood

Rob McKenna, **Vice Chair**

Councilmember
King County

John Akers, P.E.

City Engineer
Ellensburg

Private Sector Representative
Vacant

Leo Bowman

Commissioner
Benton County

Dan DiGuilio

General Manager
Port Angeles

William Ganley

Mayor
Battle Ground

Daryl Grigsby

Director of Transportation
Seattle

Paula Hammond

Assistant Secretary
WSDOT

David Nelson

Director
Grant Co. Comm. Development

Dave O'Connell

General Manager
Mason County

Pam Ray

Commissioner
Walla Walla County

Paul Roberts

Director of Planning and Community Development, Everett

Allen Schweim

Executive Director
Spokane

Jim Slakey

Director of Public Transportation and Rail Division, WSDOT

Arnold Tomac

Nonmotorized Representative
Redmond

Public Works Director/County Eng.
Vacant

Mark Urdahl

Executive Director
Port of Chelan County

Doug Vaughn

Senior Budget Assistant
OFM

Jay Weber

Executive Director
CRAB

Jim White

Mayor
Kent



TIB Transportation Improvement Board

Al Deutscher Leaves TIB

Al Deutscher, West Region Manager for the TIB, resigned effective June 30, 2000, to pursue family business opportunities. Al began his engineering career with WSDOT in 1977, and came to TIB in 1990 from the Bridge Office. During his TIB tenure, Al was a project engineer and program engineer involved with the former Urban Arterial Trust Account program (UATA), as well as the current Arterial Improvement Program (AIP), Small City Program (SCP), and City Hardship Assistance Program (CHAP). His latest assignment had been as West and Snohomish County Region Manager.

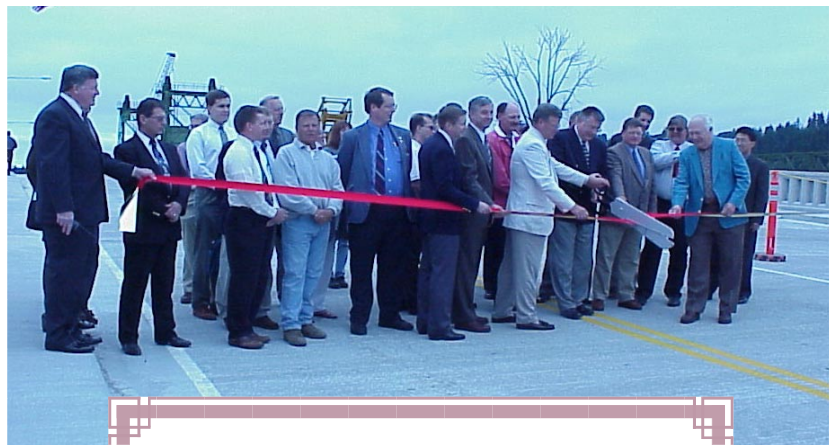
Al has done an outstanding job providing service to cities and counties in Washington State. We wish Al the best in his new venture.



Allen Street Bridge Project

Transportation Improvement Board representative John Dorffeld, the Project Engineer for the Southwest Region, was present at the city of Kelso ribbon cutting ceremony for the new Allen Street Bridge. TIB is one of six funding partners with total committed funds of \$1,600,000.

The new Allen Street Bridge is 1,115-foot long concrete bridge that replaces a 700-foot steel vertical lift bridge built in the 1920's. The new bridge will have four traffic lanes with sidewalks as compared to the two travel lanes of the old bridge. The new bridge spans the Cowlitz River and eliminates an at-grade crossing with the Burlington Northern Santa Fe Railroad.



This sign in Kelso says it all...



TIB Transportation Improvement Board

Transportation Enhancement Program

There is approximately \$24M available for FFY 02/03 Transportation Enhancement selections. This will be the last call under the existing Federal Transportation Act (TEA-21).

Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic and environmental aspects of the Nation's intermodal transportation system. The program provides for the implementation of a variety of non-traditional transportation projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

Time Line for Enhancement funds:

- * **July 2000- call for projects**
- * **October 2-16, 2000- Eligibility Review by H&LP**
- * **December 1, 2000- projects due to TIB**
- * **January 26, 2001- Board selects projects**
- * **February 2001- list submitted to Legislature and Governor's Office**

For more information on the Transportation Enhancement Program, contact Greg Armstrong, at (360) 705-7595 or visit the TIB Web Site at www.tib.wa.gov

New State Funded Local Agency Grant Programs

The *County/City Corridor Congestion Relief Program* provides \$25M for congested urban corridors that must connect to urban or significant activity centers; begin or end at the intersection of another arterial, state highway, or limited access freeway system; and provide an alternate route to the limited access freeway system. Eligible projects include roadway widening, channelization, signalization, HOV lanes, and Intelligent Transportation Systems. Submitted projects are due October 23, 2000 and selections will be made in November 2000. For more information contact Stephanie Tax, Highways and Local Programs (H&LP), at (360) 705-7389.

The *City Fish Passage Barrier, Stormwater, and Habitat Restoration Program* provides \$2M for city fish passage barrier removal projects, with stormwater and habitat restoration components. Submitted projects are due July 21, 2000 and selections will be made in August 2000. For more information contact Cliff Hall, EAO, at (360) 705-7499 or Al King, H&LP, at (360) 705-7375.

The *Traffic Safety Near Schools Program* provides \$5M for capital projects for traffic and pedestrian safety improvements near schools. Eligible projects include sidewalks and walkways, school signing and signals, improved pedestrian crossings, turning lanes, school bus pullouts, and roadway channelization and signalization. Submitted projects are due September 8, 2000 and selections will be made in October 2000. For more information contact Mike Dornfeld, H&LP, at (360) 705-7258.

The *Small City Pavement Preservation Program* provides \$5M for establishing an on-going pavement maintenance program using a pavement management system designed to maintain the condition of streets in the State's small cities at an average pavement condition rating (PCR) of 65. Submitted projects are due November 1, 2000 and selections will be made December 1, 2000. For more information contact Dan Sunde, H&LP, at (360) 705-7390.

You can receive a grant application by contacting the program contact or through the H&LP Web Site at <http://www.wsdot.wa.gov/TA/HOMEPAGE/HLPHP.html>

